

(4) Advance cargo information has not been received as provided in § 122.48a;

(5) Other reasonable grounds exist to believe that Federal rules and regulations pertaining to safety, including cargo safety and security, and Customs, or other inspectional activities have not been followed; or

(6) The granting of the requested landing rights would not be in the best interests of the Government.

(e) *Appeal of denial or withdrawal.* In the event landing rights are denied or withdrawn by the port director, a written appeal of the decision may be made to the Assistant Commissioner, Office of Field Operations, Headquarters.

[T.D. 88-12, 53 FR 9292, Mar. 22, 1988. Redesignated and amended by T.D. 92-90, 57 FR 43397, Sept. 21, 1992; T.D. 95-77, 60 FR 50020, Sept. 27, 1995; T.D. 99-27, 64 FR 13675, Mar. 22, 1999; CBP Dec. 03-32, 68 FR 68170, Dec. 5, 2003]

#### § 122.15 User fee airports.

(a) *Permission to land.* The procedures for obtaining permission to land at a user fee airport are the same procedures as those set forth in § 122.14 for landing rights airports.

(b) *List of user fee airports.* The following is a list of user fee airports designated by the Commissioner of Customs in accordance with 19 U.S.C. 58b. The list is subject to change without notice. Information concerning service at any user fee airport can be obtained by calling the airport or its authority directly.

Location	Name
Addison, Texas .....	Addison Airport.
Bedford, Massachusetts.	Hanscom Field.
Blountville, Tennessee.	Tri-City Regional Airport.
Broomfield, Colorado.	Jefferson County Airport.
Daytona Beach, Florida.	Daytona Beach International Airport.
Decatur, Indiana .....	Decatur Airport.
Dublin, Virginia .....	New River Valley Airport.
Eagle, Colorado .....	Eagle County Regional Airport.
Edinburg, Texas .....	Edinburg International Airport.
Egg Harbor Township, New Jersey.	Atlantic City International Airport.
Englewood, Colorado.	Centennial Airport.
Fort Wayne, Indiana	Baer Field Airport.
Fort Worth, Texas ..	Fort Worth Alliance Airport.
Johnson City, New York.	Binghamton Regional Airport.
Lexington, Kentucky	Blue Grass Airport.

Location	Name
Manchester, New Hampshire.	Manchester Airport.
McKinney, Texas ...	McKinney Municipal Airport.
Melbourne, Florida	Melbourne Airport.
Mesa, Arizona .....	Williams Gateway Airport.
Midland, Texas .....	Midland International Airport.
Morristown, New Jersey.	Morristown Municipal Airport.
Moses Lake, Washington.	Port of Moses Lake.
Myrtle Beach, South Carolina.	Myrtle Beach International Airport.
Palm Springs, California.	Palm Springs International Airport.
Rochester, Minnesota.	Rochester Airport.
Rogers, Arkansas ..	Rogers Municipal Airport.
Roswell, New Mexico.	Rowell Air Industrial Center.
San Bernardino, California.	San Bernardino International Airport.
Sarasota, Florida ....	Sarasota/Bradenton International Airport.
Scottsdale, Arizona	Scottsdale Airport.
Victorville, California	Southern California Logistics Airport.
Waterford, Michigan	Oakland International Airport.
Waukegan, Illinois ..	Waukegan Regional Airport.
West Chicago, Illinois.	Dupage County Airport.
West Trenton, New Jersey.	Trenton Mercer Airport.
Wheeling, Illinois ....	Palwaukee Airport.
Wilmington, Ohio ....	Wilmington Airport.
Ypsilanti, Michigan	Willow Run Airport.

(c) *Withdrawal of designation.* The designation as a user fee airport shall be withdrawn under either of the following circumstances:

(1) If either Customs or the airport authority gives 120 days written notice of termination to the other party; or

(2) If any amounts due to be paid to Customs are not paid on a timely basis.

[T.D. 92-90, 57 FR 43397, Sept. 21, 1992, as amended by T.D. 93-32, 58 FR 25933, Apr. 29, 1993; T.D. 95-2, 59 FR 67622, Dec. 30, 1994; T.D. 95-62, 60 FR 41804, Aug. 14, 1995; T.D. 96-67, 61 FR 49059, Sept. 18, 1996; T.D. 97-64, 62 FR 37133, July 11, 1997; T.D. 99-9, 64 FR 7502, Feb. 16, 1999; T.D. 00-34, 65 FR 31265, May 17, 2000; T.D. 01-69, 66 FR 49275, Sept. 27, 2001; T.D. 01-70, 66 FR 50104, Oct. 2, 2001; T.D. 02-27, 67 FR 35723, May 21, 2002; CBP Dec. 03-09, 68 FR 42589, July 18, 2003; CBP Dec. 03-22, 68 FR 50698, Aug. 22, 2003; CBP Dec. 05-16, 70 FR 22783, May 3, 2005; CBP Dec. 05-15, 70 FR 22784, May 3, 2005]

### Subpart C—Private Aircraft

#### § 122.21 Application.

This subpart applies to all private aircraft as defined in § 122.1(h). No other provisions of this part apply to

## § 122.22

private aircraft, except where stated in this subpart.

### § 122.22 Notice of arrival.

When arriving in the U.S. from a foreign area, all private aircraft not covered by §122.23 shall give advance notice of arrival as required in §122.31.

### § 122.23 Private aircraft arriving from areas south of the U.S.

(a) *Definitions.* (1) For the purpose of this section, "private aircraft" means all aircraft except:

- (i) Public aircraft;
- (ii) Those aircraft operated on a regularly published schedule, pursuant to a certificate of public convenience and necessity or foreign aircraft permit issued by the Department of Transportation, authorizing interstate, overseas air transportation; and
- (iii) Those aircraft with a seating capacity of more than 30 passengers or a maximum payload capacity of more than 7,500 pounds which are engaged in air transportation for compensation or hire on demand. (See 49 U.S.C. App. 1372 and 14 CFR part 298).

(2) The term "place" as used in this section means anywhere outside of the inner boundary of the Atlantic (Coastal) Air Defense Identification Zone (ADIZ) south of 30 degrees north latitude, anywhere outside of the inner boundary of the Gulf of Mexico (Coastal) ADIZ, or anywhere outside of the inner boundary of the Pacific (Coastal) ADIZ south of 33 degrees north latitude.

(b) *Advance report of penetration of U.S. airspace.* All private aircraft arriving in the Continental U.S. via the U.S./Mexican border or the Pacific Coast from a foreign place in the Western Hemisphere south of 33 degrees north latitude, or from the Gulf of Mexico and Atlantic Coasts from a place in the Western Hemisphere south of 30 degrees north latitude, from any place in Mexico, from the U.S. Virgin Islands, or (notwithstanding the definition of "United States" in §122.1(1)) from Puerto Rico, (which if from Puerto Rico, are conducting flight under visual flight rules (VFR)), shall furnish a notice of intended arrival to Customs at the nearest designated airport to point of crossing listed in §122.24(b), for

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the first landing in the U.S. The notice must be furnished at least 1 hour before crossing the U.S. coastline or border. The notice may be furnished directly to Customs by telephone, radio, or other means, or may be furnished through the Federal Aviation Administration to Customs. The requirement to furnish a notice of intended arrival shall not apply to private aircraft departing from Puerto Rico and conducting flight under instrument flight rules (IFR) until crossing the U.S. coastline or proceeding north of 30 degrees north latitude.

(c) *Contents of notice.* The advance notice of arrival shall include the following:

- (1) Aircraft registration number;
- (2) Name of aircraft commander;
- (3) Number of U.S. citizen passengers;
- (4) Number of alien passengers;
- (5) Place of last departure;
- (6) Estimated time and location of crossing U.S. border/coastline;
- (7) Estimated time of arrival;
- (8) Name of intended U.S. airport of first landing, as listed in §122.24, unless an exemption has been granted under §122.25, or the aircraft has not landed in foreign territory or is arriving directly from Puerto Rico, or the aircraft was inspected by Customs officers in the U.S. Virgin Islands.

### § 122.24 Landing requirements.

(a) *In general.* Private aircraft arriving in the U.S. from a foreign area shall follow the landing requirements set out in §§122.23 and 122.36.

(b) *Special requirements.* Private aircraft required to furnish a notice of intended arrival in compliance with §122.23 shall land for Customs processing at the nearest designated airport to the border or coastline crossing point as listed in this paragraph unless exempted from this requirement in accordance with §122.25. In addition to the requirements of this section, private aircraft commanders must comply with all other landing and notice of arrival requirements. This requirement shall not apply to private aircraft which have not landed in foreign territory or are arriving directly from Puerto Rico or if the aircraft was inspected by Customs officers in the U.S. Virgin Islands.